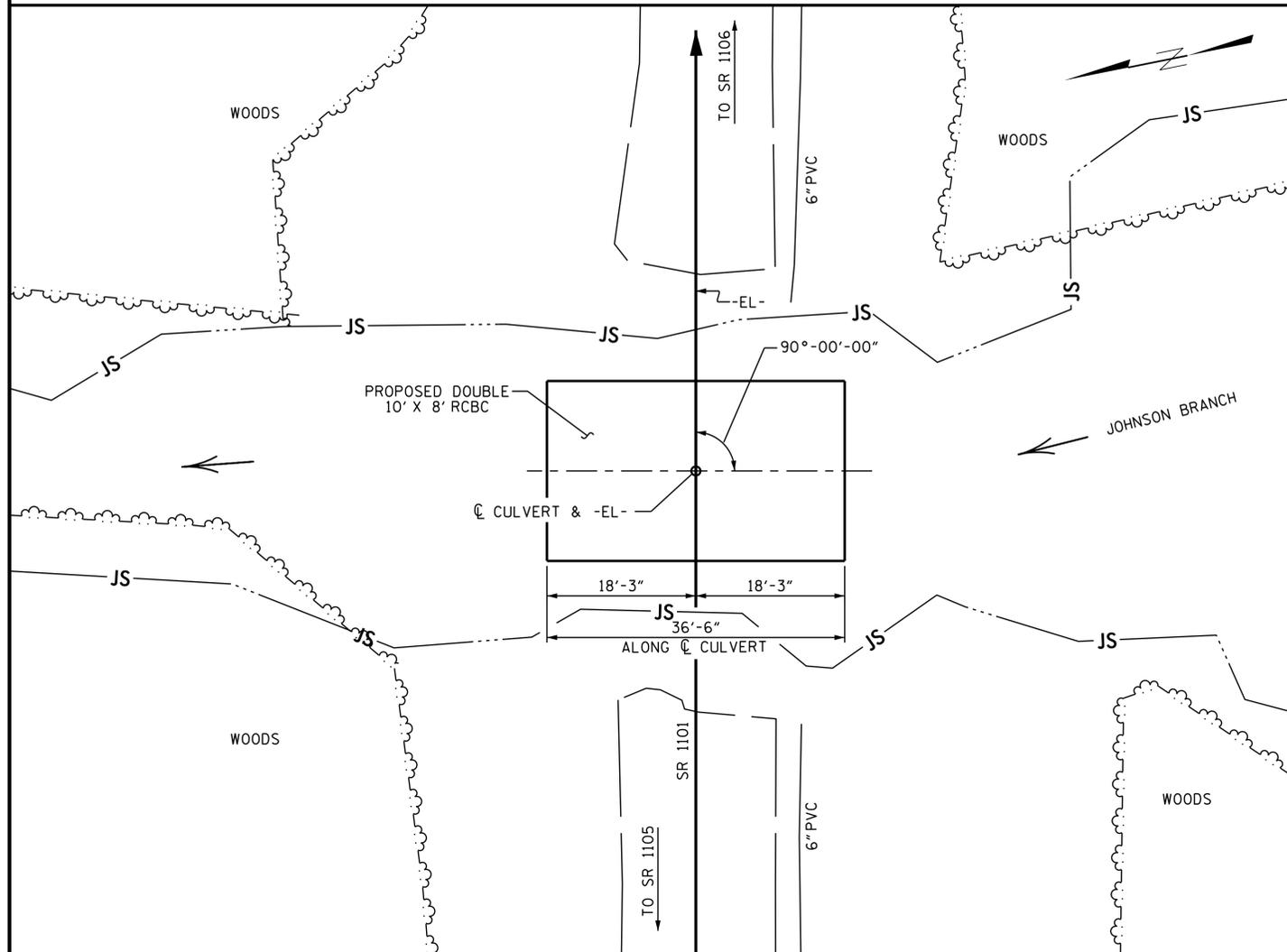


BM #1: 60D NAIL IN 19" POPLAR, EL. 132.36



LOCATION SKETCH

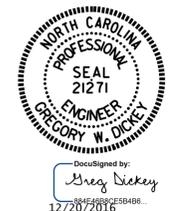
NOTES

- ASSUMED LIVE LOAD -----HL-93 OR ALTERNATE LOADING.
- MAXIMUM DESIGN FILL----- 2.48'
- MINIMUM DESIGN FILL----- 2.12'
- FOR OTHER DESIGN DATA AND NOTES, SEE STANDARD NOTE SHEET.
- 3" Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.
- CONCRETE IN CULVERTS TO BE POURED IN THE FOLLOWING ORDER:
 1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.
 2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.
- THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.
- DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON WING SHEET.
- AT THE CONTRACTOR'S OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF EXTERIOR WALL ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.
- THE EXISTING STRUCTURE LOCATED AT THE PROPOSED STRUCTURE, SHALL BE REMOVED.
- A 3 FOOT STRIP OF FILTER FABRIC SHALL BE ATTACHED TO THE FILL FACE OF THE WING COVERING THE ENTIRE LENGTH OF THE EXPANSION JOINT.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.
- EXISTING SCOUR HOLES SHALL BE BACKFILLED WITH CLASS I RIP RAP. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.

TOTAL STRUCTURE QUANTITIES	
CLASS A CONCRETE	
BARREL @ 2.264 CY/FT	82.6 C.Y.
WINGS, ETC.	27.5 C.Y.
TOTAL	110.1 C.Y.
REINFORCING STEEL	
BARREL	9,355 LBS.
WINGS, ETC.	1,453 LBS.
TOTAL	10,808 LBS.
FOUNDATION CONDITIONING MATERIAL	67 TONS
CULVERT EXCAVATION	LUMP SUM
REMOVAL OF EXISTING STRUCTURE	LUMP SUM

PROJECT NO. 2096108
WAYNE COUNTY
 STATION: JOHNSON BRANCH

SHEET 1 OF 5



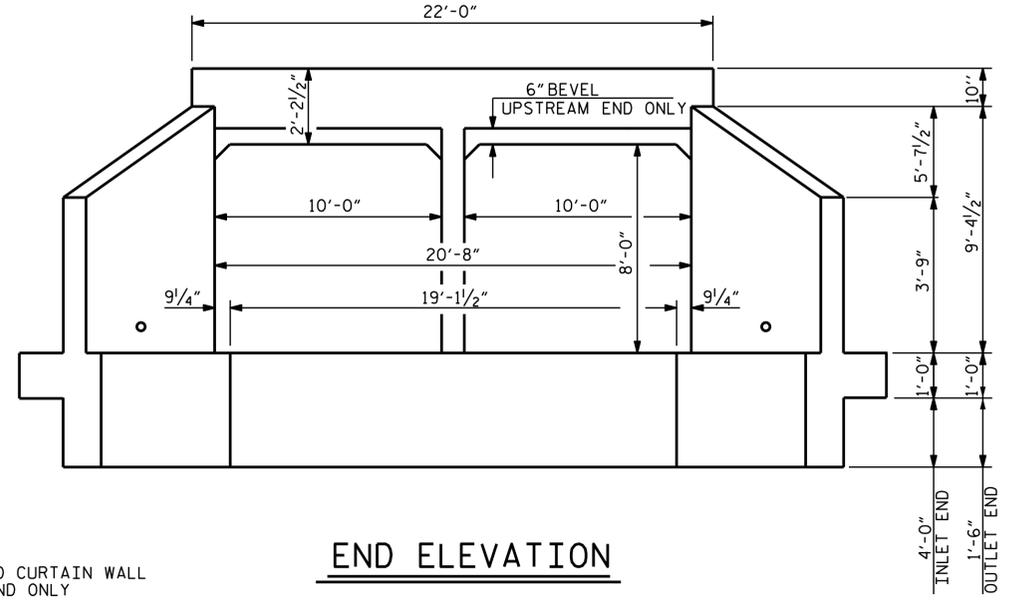
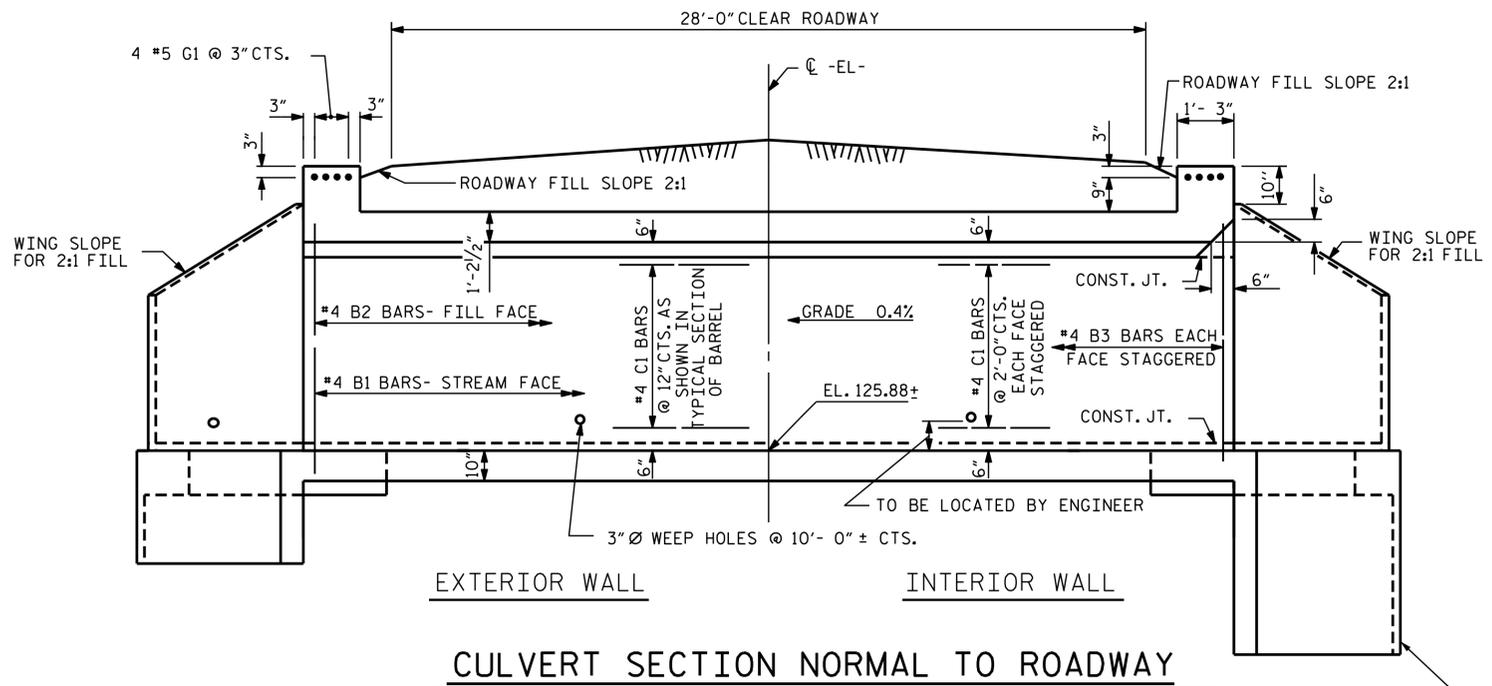
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
**BARREL STANDARD
 DOUBLE 10 FT. X 8 FT.
 CONCRETE BOX CULVERT
 90° SKEW**

NOVEMBER 1990

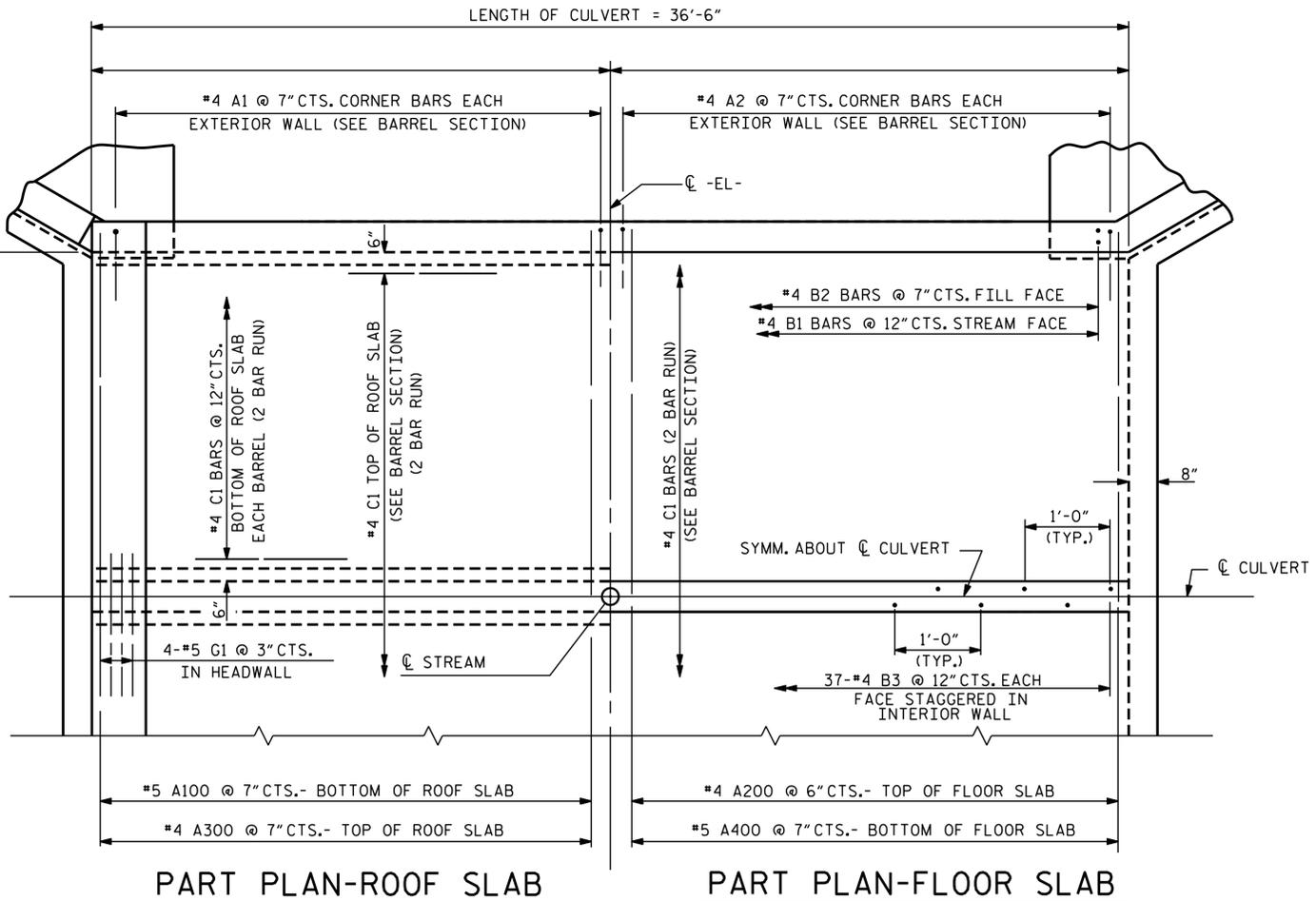
DRAWN BY : A. K. PATEL DATE : 12/2016
 CHECKED BY : G. W. DICKEY DATE : 12/2016
 DESIGN ENGINEER OF RECORD: K. P. SEDA DATE : 12/2016

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 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-1
1			3			TOTAL SHEETS
2			4			5



EXTENDED CURTAIN WALL
 INLET END ONLY



PROJECT NO. 2096108
WAYNE COUNTY
 STATION: JOHNSON BRANCH

SHEET 2 OF 5



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
**BARREL STANDARD
 DOUBLE 10 FT. X 8 FT.
 CONCRETE BOX CULVERT
 90° SKEW**
 1971

REVISED 11-19-99 BY M.M. CHECKED BY R.W.W.
 REDRAWN NOV. 1990 BY TSS CHECKED BY ARB

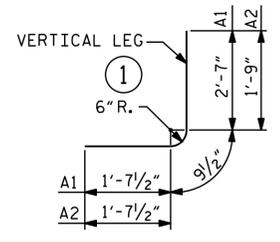
ASSEMBLED BY : <u>A. K. PATEL</u>	DATE : <u>12/2016</u>	SPECIAL
CHECKED BY : <u>G. W. DICKEY</u>	DATE : <u>12/2016</u>	
DRAWN BY : <u>RALPH D. UNDERWOOD</u>	DATE : <u>MAY 1971</u>	STANDARD
CHECKED BY : <u>JOEL A. JOHNSON</u>	DATE : <u>JULY 1971</u>	

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REVISIONS						SHEET NO. C-2
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 5
2			4			

STD. NO. CB12

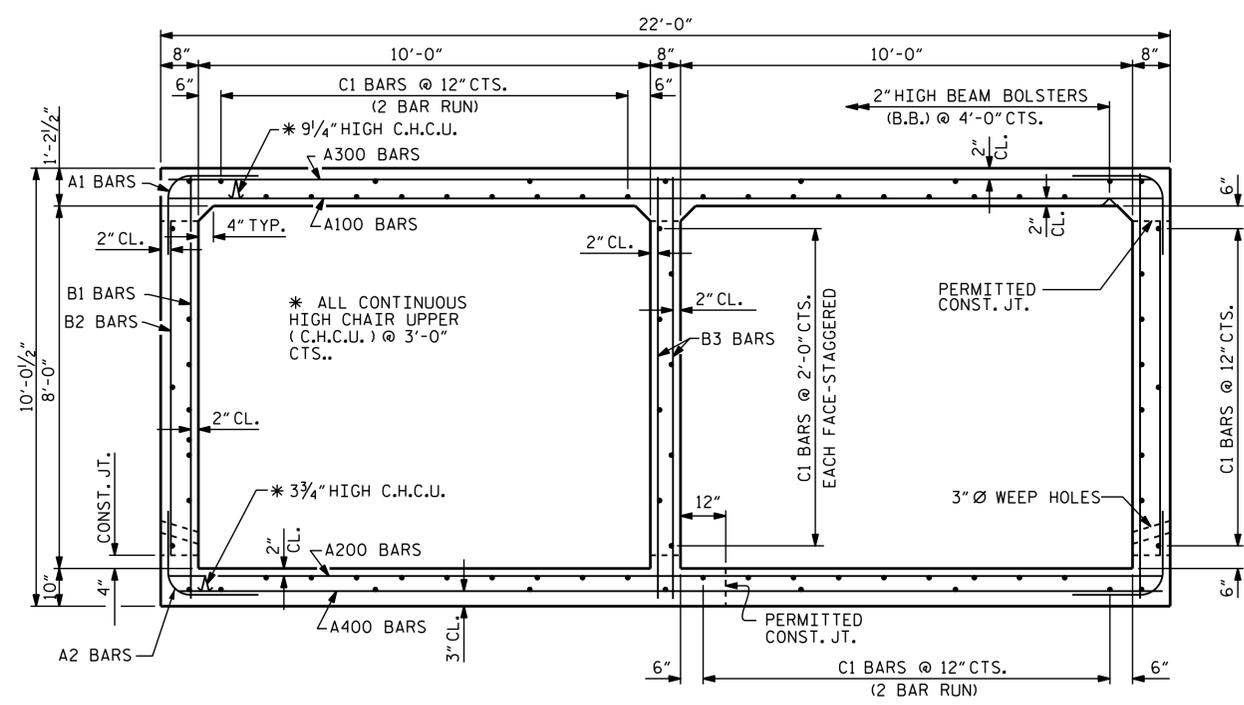
BAR TYPE		BAR SCHEDULE				
BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
A100	63	#5	STR	21'-7"	1418	
A200	73	#4	STR	21'-7"	1052	
A300	63	#4	STR	21'-7"	908	
A400	63	#5	STR	21'-7"	1418	
A1	126	#4	1	5'-0"	421	
A2	126	#4	1	4'-2"	351	
B1	74	#4	STR	9'-6"	470	
B2	126	#4	STR	7'-4"	617	
B3	74	#4	STR	9'-6"	470	
C1	160	#4	STR	19'-2"	2049	
G1	8	#5	STR	21'-8"	181	
REINFORCING STEEL					= 9,355 LBS	



BAR DIMENSIONS ARE OUT TO OUT

SPLICE LENGTH CHART

BAR	SIZE	LENGTH
C1	#4	1'-11"



RIGHT ANGLE SECTION OF BARREL
THERE ARE 80 "C" BARS IN SECTION OF BARREL.

PROJECT NO. 2096108
WAYNE COUNTY
STATION: JOHNSON BRANCH

SHEET 3 OF 5

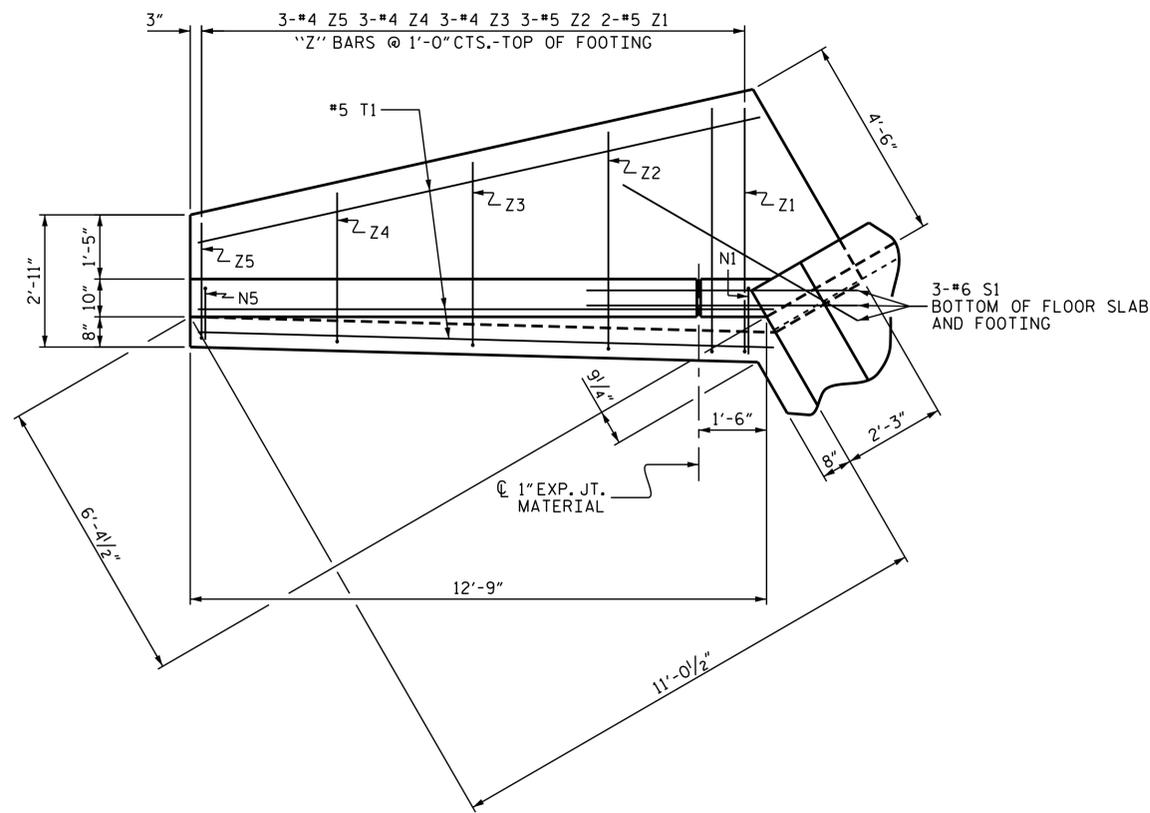


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
**DOUBLE 10 FT. X 8 FT.
CONCRETE BOX CULVERT
90° SKEW**

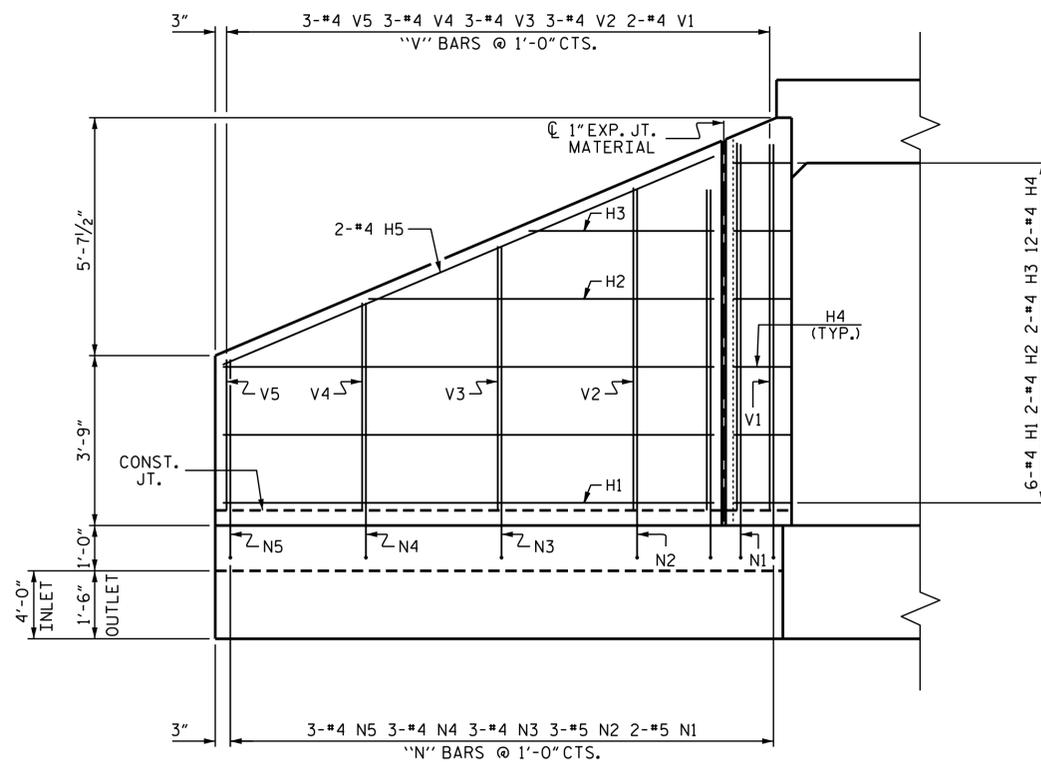
DRAWN BY : A. K. PATEL DATE : 12/2016
CHECKED BY : G. W. DICKEY DATE : 12/2016
DESIGN ENGINEER OF RECORD: A. K. PATEL DATE : 12/2016

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

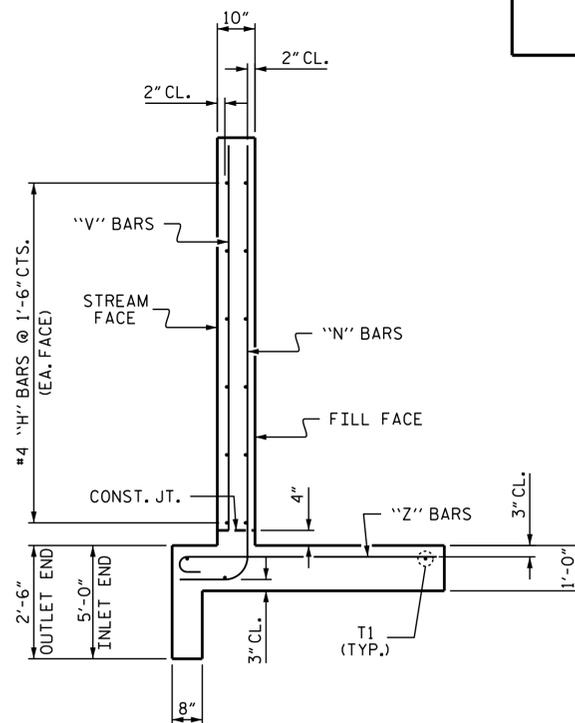
REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-3
1			3			TOTAL SHEETS
2			4			5



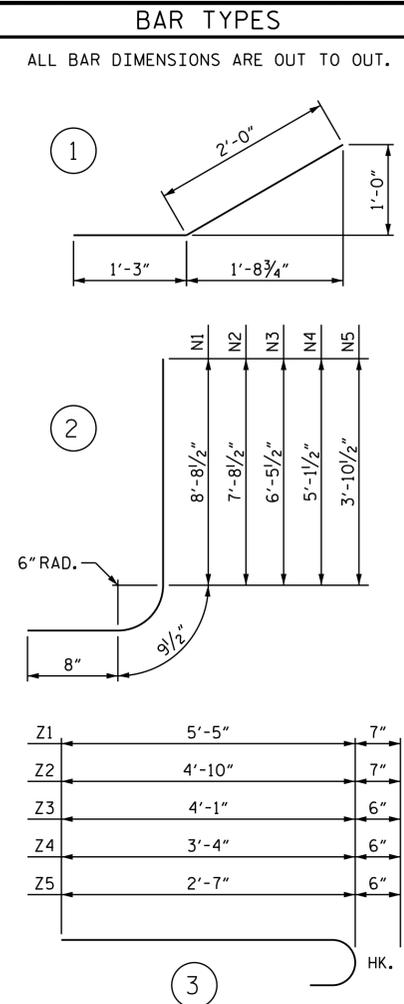
PLAN



ELEVATION



TYPICAL WING SECTION

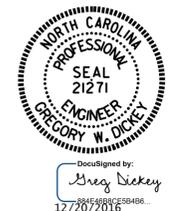


BAR TYPES				BILL OF MATERIAL				
BAR NO.	SIZE	TYPE	LENGTH	BAR NO.	SIZE	TYPE	LENGTH	WEIGHT
H1	24	#4	STR	10'-10"	174			
H2	8	#4	STR	7'-8"	41			
H3	8	#4	STR	4'-1"	22			
H4	48	#4	1	3'-3"	104			
H5	8	#4	STR	11'-9"	63			
N1	8	#5	2	10'-2"	85			
N2	12	#5	2	9'-2"	115			
N3	12	#4	2	7'-11"	63			
N4	12	#4	2	6'-7"	53			
N5	12	#4	2	5'-4"	43			
S1	12	#6	STR	6'-0"	108			
T1	12	#5	STR	12'-9"	160			
V1	8	#4	STR	8'-1"	43			
V2	12	#4	STR	7'-1"	57			
V3	12	#4	STR	5'-10"	47			
V4	12	#4	STR	4'-7"	37			
V5	12	#4	STR	3'-4"	27			
Z1	8	#5	3	6'-0"	50			
Z2	12	#5	3	5'-5"	68			
Z3	12	#4	3	4'-7"	37			
Z4	12	#4	3	3'-10"	31			
Z5	12	#4	3	3'-1"	25			

REINFORCING STEEL FOR 4 WINGS 1453 LBS
 CLASS A CONCRETE
 4 WINGS 22.9 CY
 2 HEADWALLS 2.0 CY
 2 END CURTAIN WALLS 2.6 CY
 TOTAL 27.5 CY

ASSEMBLED BY : A. K. PATEL DATE : 12/2016
 CHECKED BY : G. W. DICKEY DATE : 12/2016
 DRAWN BY : CCJ 10/99
 CHECKED BY : RWW 03/00

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PROJECT NO. 2096108
 WAYNE COUNTY
 STATION: JOHNSON BRANCH

SHEET 4 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD WINGS
 FOR
 CONCRETE BOX CULVERT
 H = 8'-0" SLOPE = 2:1
 90° SKEW

REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
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C-4
 TOTAL SHEETS 5

STD. NO. CW9008

**LOAD AND RESISTANCE FACTOR RATING (LRFR)
SUMMARY FOR REINFORCED CONCRETE BOX CULVERTS**

LEVEL	VEHICLE	WEIGHT (W) (TONS)	CONTROLLING LOAD RATING #	MINIMUM RATING FACTORS (RF)	TONS = W x RF	STRENGTH I LIMIT STATE								COMMENT NUMBER		
						MOMENT				SHEAR						
						LIVE-LOAD FACTORS (VLL)	RATING FACTOR	BOX NO.	ELEMENT TYPE	DISTANCE FROM LEFT END OF ELEMENT (ft)	RATING FACTOR	BOX NO.	ELEMENT TYPE		DISTANCE FROM LEFT END OF ELEMENT (ft)	
DESIGN LOAD RATING	HL-93 (INVENTORY)	N/A	1	1.04	--	1.75	1.43	1	TOP SLAB	4.27	1.04	1	TOP SLAB	9.41		
	HL-93 (OPERATING)	N/A		1.35	--	1.35	1.86	1	TOP SLAB	4.27	1.35	1	TOP SLAB	9.41		
	HS-20 (INVENTORY)	36.000	2	1.11	40.08	1.75	1.46	1	TOP SLAB	4.53	1.11	1	BOTTOM SLAB	9.73		
	HS-20 (OPERATING)	36.000		1.44	51.96	1.35	1.89	1	TOP SLAB	4.53	1.44	1	BOTTOM SLAB	9.73		
LEGAL LOAD RATING	SINGLE VEHICLE (SV)	SNSH		2.31	31.24	1.40	2.67	1	TOP SLAB	4.53	2.31	1	TOP SLAB	9.41		
		SNGARBS2	20.000		2.16	43.27	1.40	2.50	1	TOP SLAB	4.53	2.16	1	TOP SLAB	9.41	
		SNAGRIS2	22.000		2.02	44.53	1.40	2.66	1	TOP SLAB	4.53	2.02	1	BOTTOM SLAB	9.73	
		SNCOTTS3	27.250		1.30	35.50	1.40	1.79	1	TOP SLAB	4.27	1.30	1	TOP SLAB	9.41	
		SNAGGRS4	34.925		1.28	44.82	1.40	1.79	1	BOTTOM SLAB	9.87	1.28	1	BOTTOM SLAB	9.73	
		SNS5A	35.550		1.43	50.78	1.40	1.96	1	BOTTOM SLAB	9.87	1.43	1	BOTTOM SLAB	9.73	
		SNS6A	39.950		1.26	50.41	1.40	1.86	1	BOTTOM SLAB	9.87	1.26	1	BOTTOM SLAB	9.73	
		SNS7B	42.000		1.22	51.29	1.40	1.77	1	BOTTOM SLAB	9.87	1.22	1	BOTTOM SLAB	9.73	
	TRUCK TRACTOR SEMI-TRAILER (TTS1)	TNAGRIT3	33.000		1.37	45.10	1.40	1.98	1	BOTTOM SLAB	9.87	1.37	1	BOTTOM SLAB	9.73	
		TNT4A	33.075		1.55	51.29	1.40	2.13	1	TOP SLAB	4.27	1.55	1	TOP SLAB	9.41	
		TNT6A	41.600		1.42	59.20	1.40	1.95	1	BOTTOM SLAB	9.87	1.42	1	BOTTOM SLAB	9.73	
		TNT7A	42.000		1.39	58.45	1.40	2.03	1	BOTTOM SLAB	9.87	1.39	1	BOTTOM SLAB	9.73	
		TNT7B	42.000		1.51	63.60	1.40	2.07	1	BOTTOM SLAB	9.87	1.51	1	BOTTOM SLAB	9.73	
		TNAGRIT4	43.000		1.38	59.19	1.40	1.92	1	BOTTOM SLAB	9.87	1.38	1	BOTTOM SLAB	9.73	
TNAGT5A	45.000		1.16	52.25	1.40	1.65	1	BOTTOM SLAB	9.87	1.16	1	BOTTOM SLAB	9.73			
TNAGT5B	45.000		3	1.07	47.98	1.40	1.53	1	BOTTOM SLAB	9.87	1.07	1	BOTTOM SLAB	9.73		

LOAD FACTORS:

DESIGN LOAD RATING FACTORS		
LOAD TYPE	MAX FACTOR	MIN FACTOR
DC	1.25	0.90
DW	1.50	0.65
EV	1.30	0.90
EH	1.35	0.50 OR 0.90
ES	1.35	0.50 OR 0.90
LS	1.75	0.00
WA	1.00	0.00

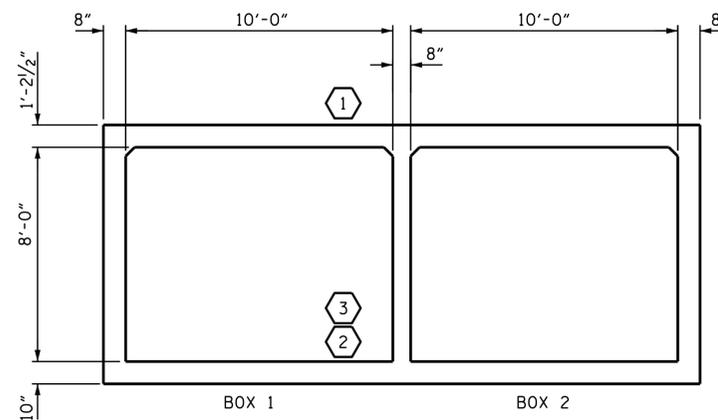
NOTE:

RATING FACTORS ARE BASED ON THE STRENGTH I LIMIT STATE.

COMMENTS:

- 1.
- 2.
- 3.
- 4.

#	CONTROLLING LOAD RATING
1	DESIGN LOAD RATING (HL-93)
2	DESIGN LOAD RATING (HS-20)
3	LEGAL LOAD RATING **
** SEE CHART FOR VEHICLE TYPE	



LRFR SUMMARY

(LOOKING DOWNSTREAM)

PROJECT NO. 2096108
WAYNE COUNTY
 STATION: JOHNSON BRANCH

SHEET 5 OF 5



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 LRFR SUMMARY FOR
 REINFORCED CONCRETE
 BOX CULVERTS
 (NON-INTERSTATE TRAFFIC)

ASSEMBLED BY :	A. K. PATEL	DATE :	12/2016
CHECKED BY :	G. W. DICKEY	DATE :	12/2016
DRAWN BY :	WMC	7/11	REV. 10/1/11
CHECKED BY :	GM	7/11	MAA/GM

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REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	C-5
1			3			TOTAL SHEETS
2			4			5

STANDARD NOTES

DESIGN DATA:

SPECIFICATIONS	-----	A.A.S.H.T.O. (CURRENT)
LIVE LOAD	-----	SEE PLANS
IMPACT ALLOWANCE	-----	SEE A.A.S.H.T.O.
STRESS IN EXTREME FIBER OF		
STRUCTURAL STEEL - AASHTO M270 GRADE 36	-	20,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50W	-	27,000 LBS. PER SQ. IN.
- AASHTO M270 GRADE 50	-	27,000 LBS. PER SQ. IN.
REINFORCING STEEL IN TENSION		
GRADE 60	--	24,000 LBS. PER SQ. IN.
CONCRETE IN COMPRESSION	-----	1,200 LBS. PER SQ. IN.
CONCRETE IN SHEAR	-----	SEE A.A.S.H.T.O.
STRUCTURAL TIMBER - TREATED OR		
UNTREATED - EXTREME FIBER STRESS	-----	1,800 LBS. PER SQ. IN.
COMPRESSION PERPENDICULAR TO GRAIN OF TIMBER	-----	375 LBS. PER SQ. IN.
EQUIVALENT FLUID PRESSURE OF EARTH	-----	30 LBS. PER CU. FT.
		(MINIMUM)

MATERIAL AND WORKMANSHIP:

EXCEPT AS MAY OTHERWISE BE SPECIFIED ON PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 2012 "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" OF THE N. C. DEPARTMENT OF TRANSPORTATION.

STEEL SHEET PILING FOR PERMANENT OR TEMPORARY APPLICATIONS SHALL BE HOT ROLLED.

CONCRETE:

UNLESS OTHERWISE REQUIRED ON PLANS, CLASS A CONCRETE SHALL BE USED FOR ALL PORTIONS OF ALL STRUCTURES WITH THE EXCEPTION THAT: CLASS AA CONCRETE SHALL BE USED IN BRIDGE SUPERSTRUCTURES, ABUTMENT BACKWALLS, AND APPROACH SLABS; AND CLASS B CONCRETE SHALL BE USED FOR SLOPE PROTECTION AND RIP RAP.

CONCRETE CHAMFERS:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CORNERS ON STRUCTURES SHALL BE CHAMFERED 3/4" WITH THE FOLLOWING EXCEPTIONS: TOP CORNERS OF CURBS MAY BE ROUNDED TO 1-1/2" RADIUS WHICH IS BUILT INTO CURB FORMS; CORNERS OF TRANSVERSE FLOOR EXPANSION JOINTS SHALL BE ROUNDED WITH A 1/4" FINISHING TOOL UNLESS OTHERWISE REQUIRED ON PLANS; AND CORNERS OF EXPANSION JOINTS IN THE ROADWAY FACES AND TOPS OF CURBS AND SIDEWALKS SHALL BE ROUNDED TO A 1/4" RADIUS WITH A FINISHING STONE OR TOOL UNLESS OTHERWISE REQUIRED ON PLANS.

DOWELS:

DOWELS WHEN INDICATED ON PLANS AS FOR CULVERT EXTENSIONS, SHALL BE EMBEDDED AT LEAST 12" INTO THE OLD CONCRETE AND GROUTED INTO PLACE WITH 1:2 CEMENT MORTAR.

ALLOWANCE FOR DEAD LOAD DEFLECTION, SETTLEMENT, ETC. IN CASTING SUPERSTRUCTURES:

BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON PLANS. SLABS, CURBS AND PARAPETS SHALL CONFORM TO THE GRADE OR CURVE.
ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON PLANS. IN SETTING FORMS FOR STEEL BEAM BRIDGES AND PRESTRESSED CONCRETE GIRDER BRIDGES, ADJUSTMENTS SHALL BE MADE DUE TO THE DEAD LOAD DEFLECTIONS FOR THE ELEVATIONS SHOWN. WHERE BLOCKS ARE SHOWN OVER BEAMS FOR BUILDING UP TO THE SLAB, THE VERTICAL DIMENSIONS OF THE BLOCKS SHALL BE ADJUSTED BETWEEN BEARINGS TO COMPENSATE FOR DEAD LOAD DEFLECTIONS, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER. WHERE BOTTOM OF SLAB IS IN LINE WITH BOTTOM OF TOP FLANGES, DEPTH OF SLAB BETWEEN BEARINGS SHALL BE ADJUSTED TO COMPENSATE FOR DEAD LOAD DEFLECTION, VERTICAL CURVE ORDINATE, AND ACTUAL BEAM CAMBER.
IN SETTING FALSEWORK AND FORMS FOR REINFORCED CONCRETE SPANS, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS, SETTLEMENT OF FALSEWORK, AND PERMANENT CAMBER WHICH SHALL BE PROVIDED FOR IN ADDITION TO THE ELEVATIONS SHOWN. AFTER REMOVAL OF THE FALSEWORK, THE FINISHED STRUCTURES SHALL CONFORM TO THE PROFILE AND ELEVATIONS SHOWN ON THE PLANS AND CONSTRUCTION ELEVATIONS FURNISHED BY THE ENGINEER.
DETAILED DRAWINGS FOR FALSEWORK OR FORMS FOR BRIDGE SUPERSTRUCTURE AND ANY STRUCTURE OR PARTS OF A STRUCTURE AS NOTED ON THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE CONSTRUCTION OF THE FALSEWORK OR FORMS IS STARTED.

REINFORCING STEEL:

ALL REINFORCING STEEL SHALL BE DEFORMED. DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING ARE TO CENTERS OF BARS UNLESS OTHERWISE INDICATED IN THE PLANS. DIMENSIONS ON BAR DETAILS ARE TO CENTERS OF BARS OR ARE OUT TO OUT AS INDICATED ON PLANS.
WIRE BAR SUPPORTS SHALL BE PROVIDED FOR REINFORCING STEEL WHERE INDICATED ON THE PLANS. WHEN BAR SUPPORT PIECES ARE PLACED IN CONTINUOUS LINES, THEY SHALL BE SO PLACED THAT THE ENDS OF THE SUPPORTING WIRES SHALL BE LAPPED TO LOCK LEGS ON ADJOINING PIECES.

STRUCTURAL STEEL:

AT THE CONTRACTOR'S OPTION, HE MAY SUBSTITUTE 7/8" Ø SHEAR STUDS FOR THE 3/4" Ø STUDS SPECIFIED ON THE PLANS. THIS SUBSTITUTION SHALL BE MADE AT THE RATE OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS, AND STUD SPACING CHANGES SHALL BE MADE AS NECESSARY TO PROVIDE THE SAME EQUIVALENT NUMBER OF 7/8" Ø STUDS ALONG THE BEAM AS SHOWN FOR 3/4" Ø STUDS BASED ON THE RATIO OF 3 - 7/8" Ø STUDS FOR 4 - 3/4" Ø STUDS. STUDS OF THE LENGTH SPECIFIED ON THE PLANS MUST BE PROVIDED. THE MAXIMUM SPACING SHALL BE 2'-0".
EXCEPT AT THE INTERIOR SUPPORTS OF CONTINUOUS BEAMS WHERE THE COVER PLATE IS IN CONTACT WITH BEARING PLATE, THE CONTRACTOR MAY, AT HIS OPTION, SUBSTITUTE FOR THE COVER PLATES DESIGNATED ON THE PLANS COVER PLATES OF THE EQUIVALENT AREA PROVIDED THESE PLATES ARE AT LEAST 5/16" IN THICKNESS AND DO NOT EXCEED A WIDTH EQUAL TO THE FLANGE WIDTH LESS 2" OR A THICKNESS EQUAL TO 2 TIMES THE FLANGE THICKNESS. THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ANSI/AASHTO/AWS "BRIDGE WELDING CODE". ELECTROSLAG WELDING WILL NOT BE PERMITTED.
WITH THE SOLE EXCEPTION OF EDGES AT SURFACES WHICH BEAR ON OTHER SURFACES, ALL SHARP EDGES AND ENDS OF SHAPES AND PLATES SHALL BE SLIGHTLY ROUNDED BY SUITABLE MEANS TO A RADIUS OF APPROXIMATELY 1/16 INCH OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE PRIOR TO PAINTING, GALVANIZING, OR METALLIZING.

HANDRAILS AND POSTS:

METAL STANDARDS AND FACES OF THE CONCRETE END POSTS FOR THE METAL RAIL SHALL BE SET NORMAL TO THE GRADE OF THE CURB, UNLESS OTHERWISE SHOWN ON PLANS. THE METAL RAIL AND TOPS OF CONCRETE POSTS USED WITH THE ALUMINUM RAIL SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB.
METAL HANDRAILS SHALL BE IN ACCORDANCE WITH THE PLANS. RAILS SHALL BE AS MANUFACTURED FOR BRIDGE RAILING. CASTINGS SHALL BE OF A UNIFORM APPEARANCE. FINIS AND OTHER DEFORMATIONS RESULTING FROM CASTING OR OTHERWISE SHALL BE REMOVED IN A MANNER SO THAT A UNIFORM COLORING OF THE COMPLETED CASTING SHALL BE OBTAINED. CASTINGS WITH DISCOLORATIONS OR OF NON-UNIFORM COLORING WILL NOT BE ACCEPTED. CERTIFIED MILL REPORTS ARE REQUIRED FOR METAL RAILS AND POSTS.

SPECIAL NOTES:

GENERALLY, IN CASE OF DISCREPANCY, THIS STANDARD SHEET OF NOTES SHALL GOVERN OVER THE SPECIFICATIONS, BUT THE REMAINDER OF THE PLANS SHALL GOVERN OVER NOTES HEREON, AND SPECIAL PROVISIONS SHALL GOVERN OVER ALL. SEE SPECIFICATIONS ARTICLE 105-4.

ENGLISH

JANUARY, 1990

STD. NO. SN